

FINAL PROGRAMMATIC AGREEMENT

**Honolulu High-Capacity Transit Corridor Project
in the City and County of Honolulu, Hawai'i**

**Attachment 1: APE for Historic Resources; APE for
Archaeological Resources**

January 2011

Historic Resources Parcel Map Panes on disc attached



U.S. Department
of Transportation
Federal Transit
Administration

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
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San Francisco, CA 94105-1839
415-744-3133
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TY 243302

DEC 26 2007

Ms. Laura H. Thielen
State Historic Preservation Officer and Chairperson
Department of Land and Natural Resources
State Historic Preservation Division
Kakuhihewa Building, Room 555
601 Kāmokila Boulevard
Kapolei, Hawai'i 96707

RE: Honolulu High-Capacity Transit Corridor
Project Coordination on Determination of Area of
Potential Effect

JAN
FEB
MARCH
APR
MAY
JUN
JULY
AUG
SEP
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NOV
DEC

Dear Ms. Thielen:

The City and County of Honolulu Department of Transportation Services (DTS) and the U.S. Department of Transportation Federal Transit Administration (FTA) are in the process of defining the Area of Potential Effect (APE) for the Honolulu High-Capacity Transit Corridor Project in accordance with 36 CFR 800.16(d).

The project will include the construction of an elevated transit system between Kapolei and the University of Hawai'i at Mānoa, with an extension to Waikīkī. In addition to the guideway and stations, the project will include construction of a transit vehicle maintenance facility, several park-and-ride lots, traction power sub-stations, and improvements to the bus system to interface with the fixed guideway system. The attached map illustrates the extent of the planned system, including two optional sites for the maintenance facility. Planning and environmental review is being completed for the project extents; however, anticipated funding is only available for completion of the First Project, which would extend from the vicinity of the planned University of Hawai'i at West O'ahu to Ala Moana Center. This portion of the overall project is anticipated to be completed and operational by 2018, while the schedule for any future extensions is indeterminate.

Pending your comment, the APE for the project is proposed to include the following:

- For Archaeological Resources, the APE is proposed to be all areas of direct ground disturbance. This would include any areas excavated for the placement of piers to support the elevated structure and foundations for structures, or graded to provide parking. Confining the Archaeological Resources APE to the limits of ground disturbance is warranted because the surrounding built environment is largely developed, becoming progressively more urban as the project progresses Koko Head. As a result of the existing level of development, construction of the elevated guideway would not generate secondary effects, such as visual, atmospheric, or audible elements, that could diminish the integrity

of archaeological resources. Accordingly, direct construction impacts to known and as-yet-unidentified archaeological resources are the concern.

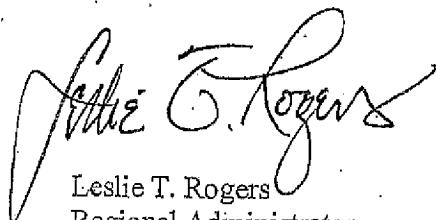
- For **Historic Resources**, the APE is proposed to extend one parcel deep from the project alignment and traction power sub-stations. In the vicinity of stations, park-and-ride facilities, and maintenance and storage facility alternatives, the coverage of the APE is proposed to include the entire blocks on which the stations or facilities are located, to a maximum of 500 feet from the project element where there is no defined block. Similarly, for portions of the alignment within or adjacent to historic districts, the APE is proposed to extend one block, rather than one parcel deep.

Direct construction impacts to known and as-yet-unsurveyed historic resources are the main concern. Alterations to the setting of historic resources (where the setting is a qualifying characteristic of its eligibility for the National Register) are also addressed in the above definition of the APE. Since stations, park-and-ride facilities, and the maintenance facility could have a greater effect, the APE is larger around them. It is also larger where the alignment is in or near an eligible historic district because of the potential greater importance of setting to historic districts.

Once the project's APE has been defined, consultation will continue with your office regarding identifying historic properties within the APE.

If you have any questions, please call Ted Matley, FTA Transportation Representative, at (415) 744-2590. Thank you.

Sincerely,



A handwritten signature in black ink, appearing to read "Leslie T. Rogers".

Leslie T. Rogers
Regional Administrator

Enclosures:

Map of Honolulu High-Capacity Transit Corridor Project

Compact disc containing detailed maps of the proposed APE for historic resources

cc:Administrator, State Historic Preservation Division

→ Mr. Toru Hamayasu, DTS (w/o enclosures)

LINDA LINGLE
GOVERNOR OF HAWAII



JANICE M. YIPELLE, P.E.
CHIEF ENGINEER
BOARD OF LAND AND NATURAL RESOURCES
COORDINATOR ON WATER RESOURCE MANAGEMENT

RUSSELL V. TSUJI
DEPUTY DIRECTOR

KEN C. KAWAIHARA
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RESTORATION
BUREAU OF CONSERVATION
COORDINATION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LAND
CONSERVATION AND RESOURCES ENFORCEMENT
DIVISION OF
FORESTS AND WILDLIFE
HISTORIC PRESERVATION
KAPULEKA ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

February 4, 2008

Ms. Leslie T. Rogers, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
Region IX
201 Mission Street
Suite 1650
San Francisco, California 94105-1839

LOG NO: 2008.0098
DOC NO: 0802AL01
Architecture
Archaeology

Dear Ms. Rogers:

SUBJECT: Section 106 Coordination
Honolulu High-Capacity Transit Corridor Project Determination of Area of
Potential Effect
TMK: (1)-various

This letter acknowledges your transmittal of December 26, 2007, received in our Kapolei office on January 8. Through consultation with the City and County of Honolulu Department of Transportation Services and the U.S. Department of Transportation Federal Transit Administration and in accordance with 36 CFR 800.16(d), the proposed project area of potential effect (APE) is outlined for consideration. SHPD staff has participated in site visits of the proposed route on November 14, 2007 and January 10, 2008 with Mason Architects, Inc. and other interested parties.

The proposed project is for construction of an elevated transit system between Kapolei and the University of Hawai'i at Mānoa, with an extension to Waikīki. The scope of work includes the guideway, transit stations, a transit vehicle maintenance facility (two optional sites), park-and-ride lots, traction power sub-stations, and improvements to the existing bus system. The first phase of the project, from the planned University of Hawai'i at West O'ahu to Ala Moana Center, is anticipated for completion by 2018, with future extensions as yet indeterminate.

Upon review of the proposed APE, for archaeological resources, in addition to all areas of direct ground disturbance, the area of potential effect should include a greater area, to be determined through consultation with native Hawaiian organizations, as well as other knowledgeable individuals of the community, to account for any visual effects the proposed undertaking may have on traditional cultural properties (TCP's). We suggest consulting native Hawaiian organizations and other knowledgeable community members to identify any traditional cultural properties that may be adversely affected by the proposed undertaking.

Ms. Leslie T. Rogers, Regional Administrator
Federal Transit Administration
Page 2 of 3

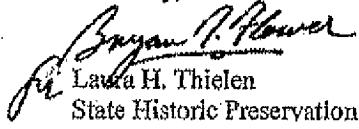
LOG NO: 2008.0098
DOC NO: 0802AL.01
Architecture
Archaeology

For historic architectural resources of the built environment, the APE is proposed to extend one parcel deep from the project alignment and traction power sub-stations. In the vicinity of transit stations, park-and-ride lots, and maintenance and storage facilities, the APE is proposed to extend the entire block on which stations or facilities are located or to a maximum of 500 feet in less developed areas. For portions of the proposed alignment within or adjacent to historic districts, the APE will also extend one block, rather than one parcel, deep.

Whereas it regards the potential impact of direct construction and alteration to local historic built contexts, these will be determined following an ongoing survey of resources. The SHPD acknowledges that consultation will now proceed to identify and consult on individual historic properties within the identified APE.

The SHPD concurs with the Federal Transit Administration's identified area of potential effect and its due consideration of historic architectural and archaeological resources. Thank you sincerely for the opportunity to comment. Should you have any additional questions or concerns, please do not hesitate to contact Dr. Astrid Liverman, regarding architectural matters, or Teresa E. Davan, regarding archaeological matters, in our O'ahu office at (808) 692-8015.

Sincerely,


Laura H. Thielen

State Historic Preservation Officer and Chairperson

AMBL:

U.S. Department of the Interior, National Park Service

Dr. Elaine Jackson-Retondo, Architectural Historian, Architectural Resources Team, Specific Great Basin Support Office, 1111 Jackson Street, Suite 700, Oakland, California 94607-4807

Frank Hays, Director, Pacific West Region-Honolulu, West Regional Office, 300 Ala Moana, Blvd., Room 6-226, Honolulu, Hawaii 96850

National Trust for Historic Preservation

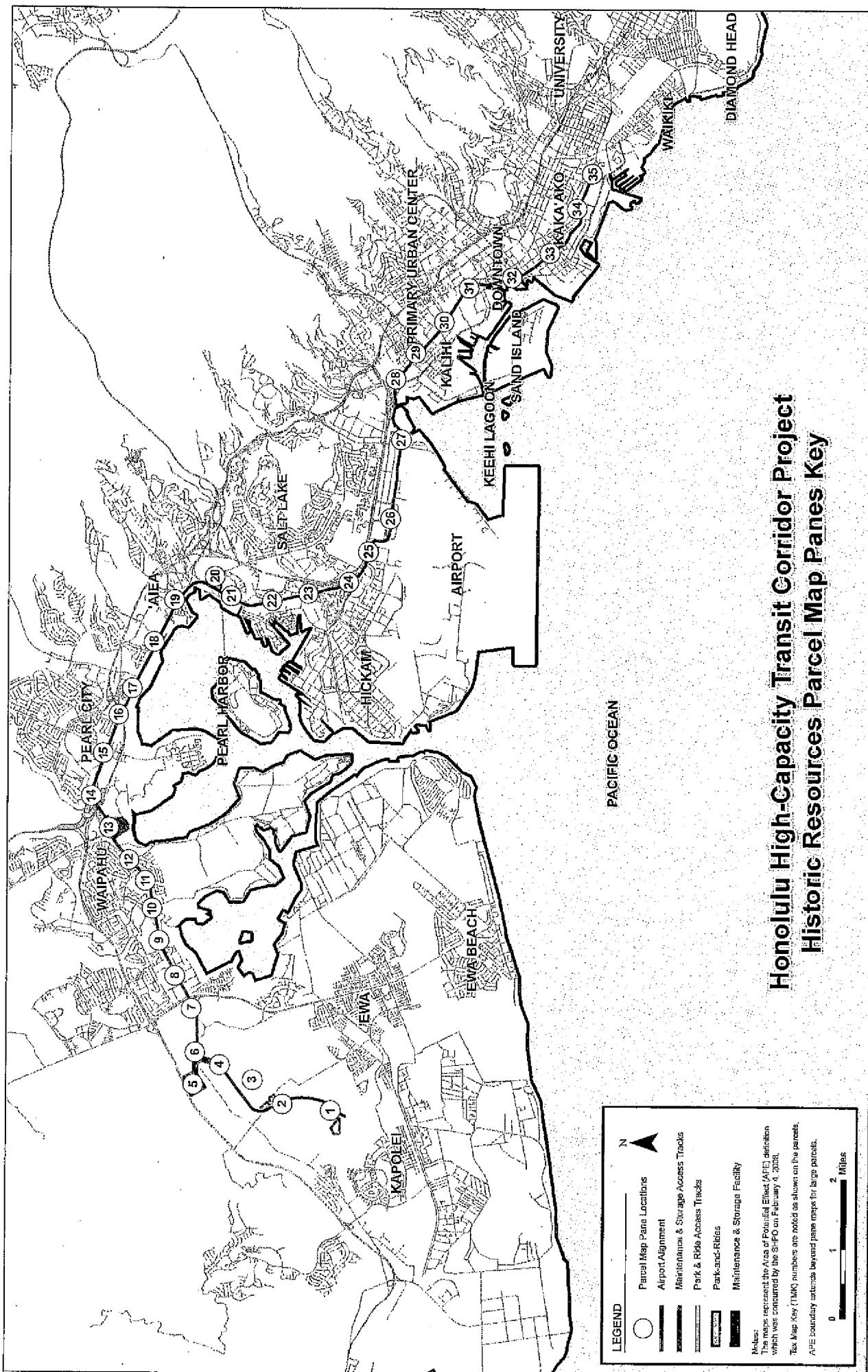
Elizabeth S. Merritt, Deputy General Counsel, Law Department, 1785 Massachusetts Avenue N.W., Washington, D.C. 20036

Anthea Hartig, Director, The Hearst Building, 5 Third Street, Suite 707, San Francisco, California 94103

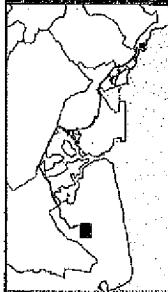
Anthony Veerkamp, Senior Program Officer, The Hearst Building, 5 Third Street, Suite 707, San Francisco, California 94103

Historic Hawaii Foundation

Kiersten Faulkner, Executive Director, P.O. Box 1658, Honolulu, Hawaii 96806



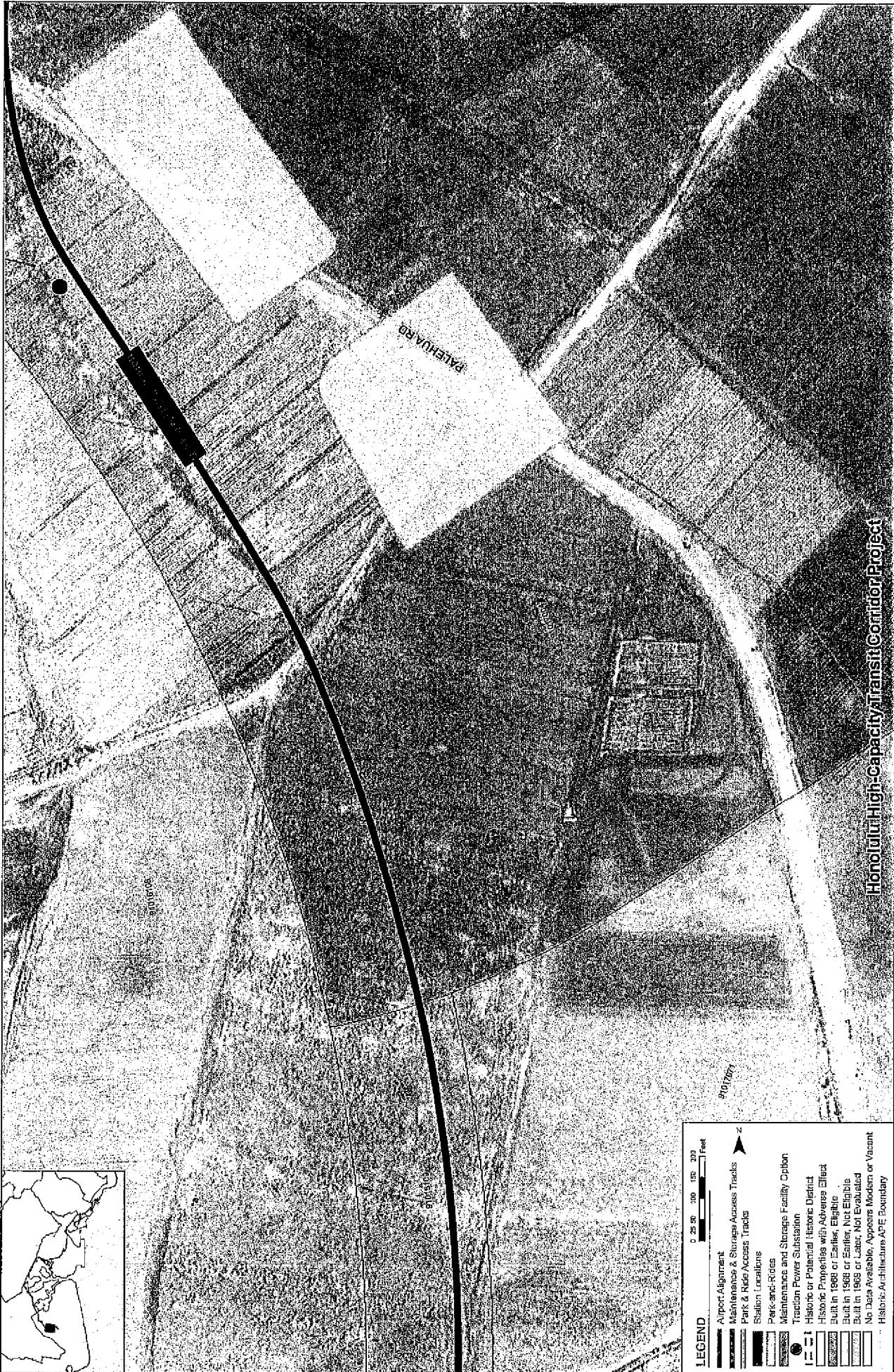
**Honolulu High-Capacity Transit Corridor Project
Historic Resources Parcel Map Panes Key**



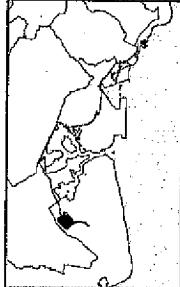
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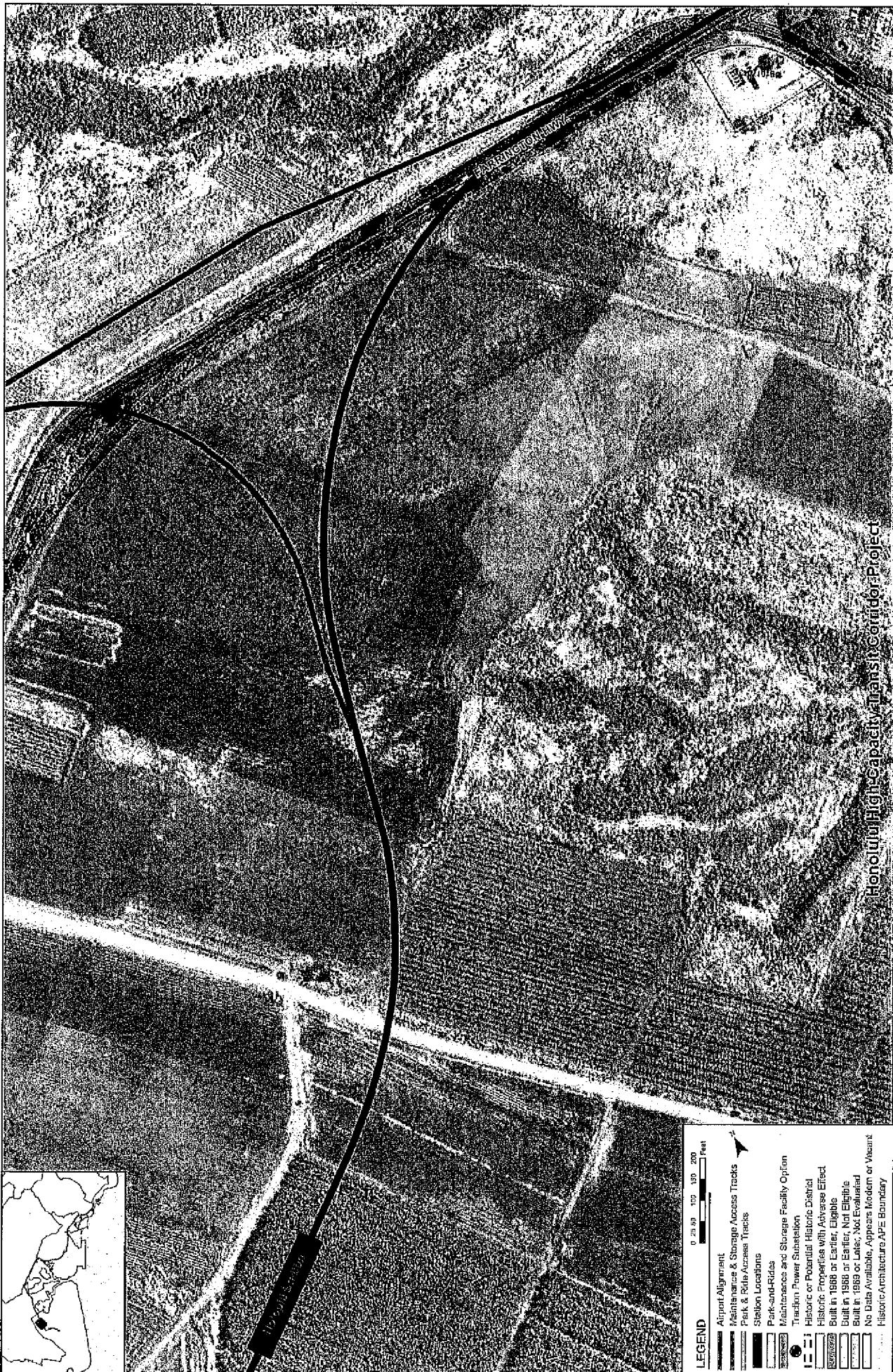
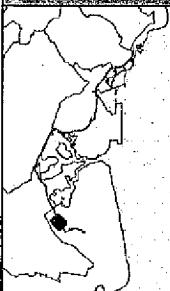


Legend	Description
	Airport Alignment
	Maintenance & Storage Access Tracks
	Park & Ride Access Tracks
	Station Locations
	Park and Rides
	Maintenance and Storage Facility Option
	Traction Power Substation
	Habitat or Potential Historic District
	Historic Properties with Adverses Effect
	Built in 1868 or Earlier, Eligible
	Built in 1869 or Later, Not Eligible
	No Data Available, Appears Modern or Vandal
	Historic Architecture APE Boundary

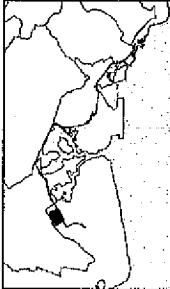
Monorail High Capacity Transit Corridor Project

06/18/2004, Page 3

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TUNLEW

FIRMEW

Maintenance and Storage Facility Alternate Site Option

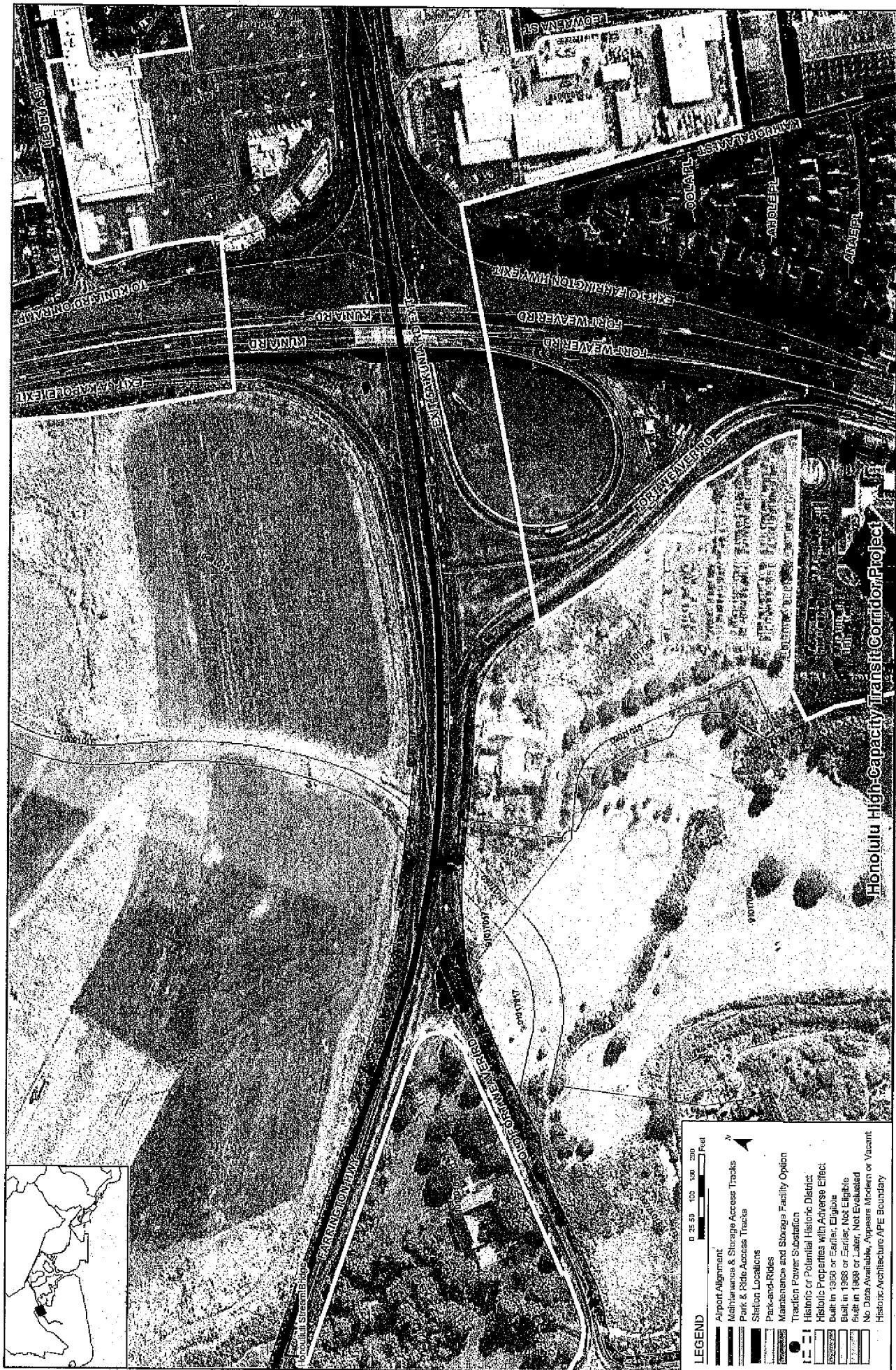
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Airport Alignment	[Solid black line]
Maintenance & Storage Access Tracks	[Dashed black line]
Park & Ride Access Tracks	[Dotted black line]
Station Locations	[Black dot]
Park-and-Rides	[Black square]
Maintenance and Storage Facility Option	[Black rectangle]
Traction Power Substation	[Black circle]
Historic or Potential Historic District	[Black cross-hatch]
Historic Properties with Adverse Effect	[Black diagonal hatching]
Built in 1969 or Earlier, Eligible	[Black box with diagonal line]
Built in 1969 or Later, Not Eligible	[White box with diagonal line]
No Data Available, Appears Modern or Vacant	[White box]
Historic Architecture A/E Boundary	[Black outline]

Honolulu High Capacity Transit Corridor Project

08/19/2008, Page 6

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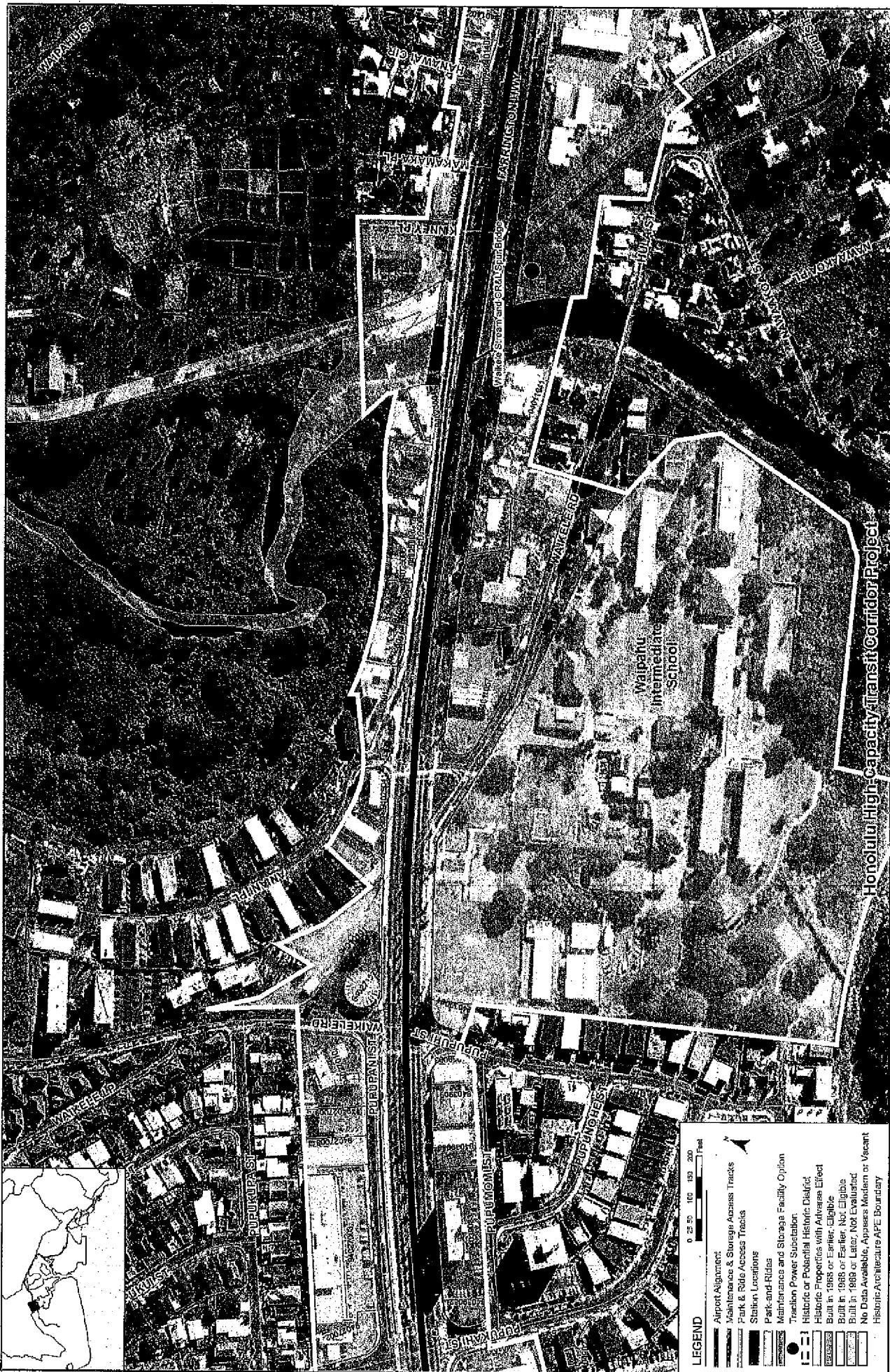


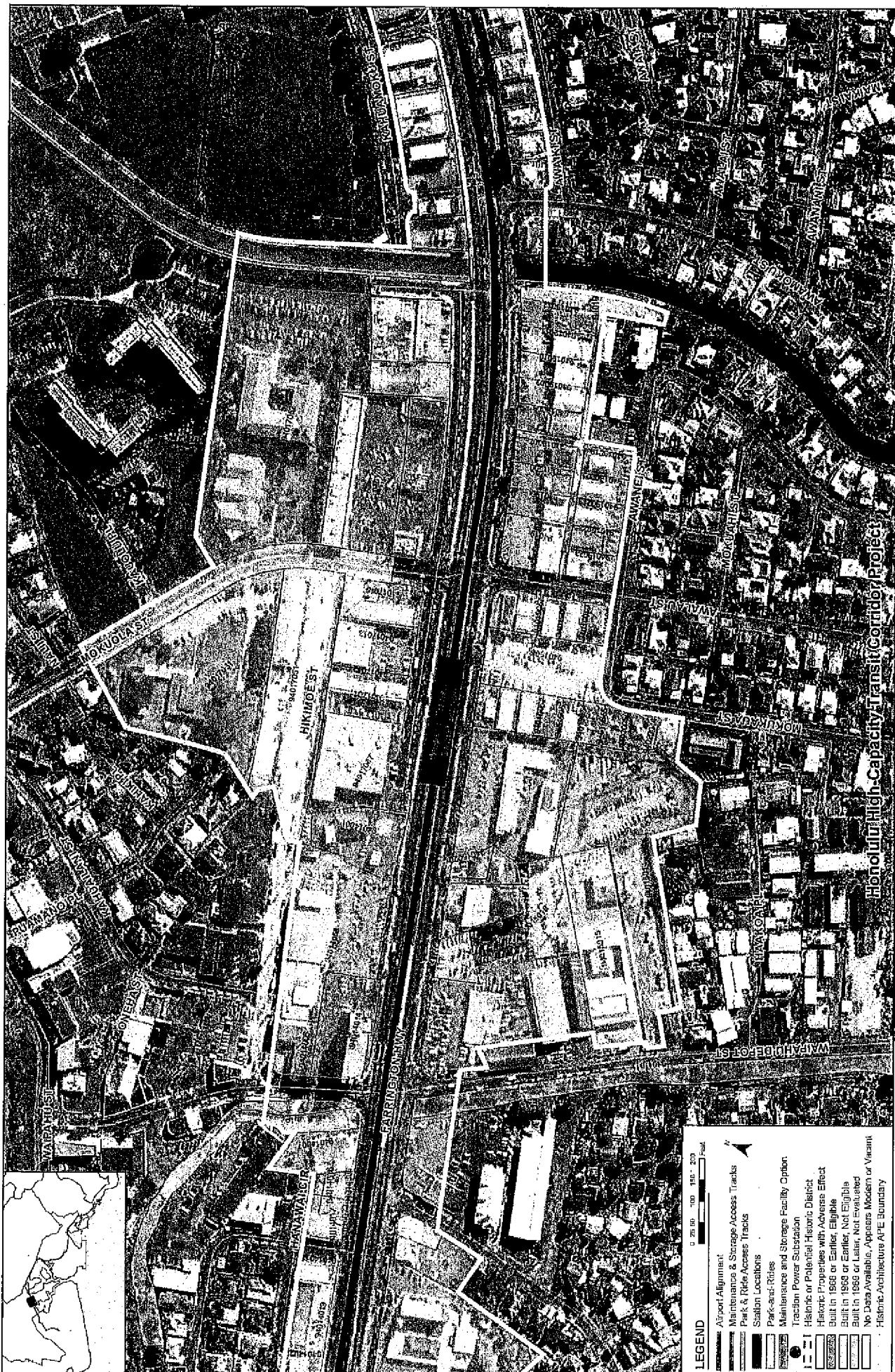
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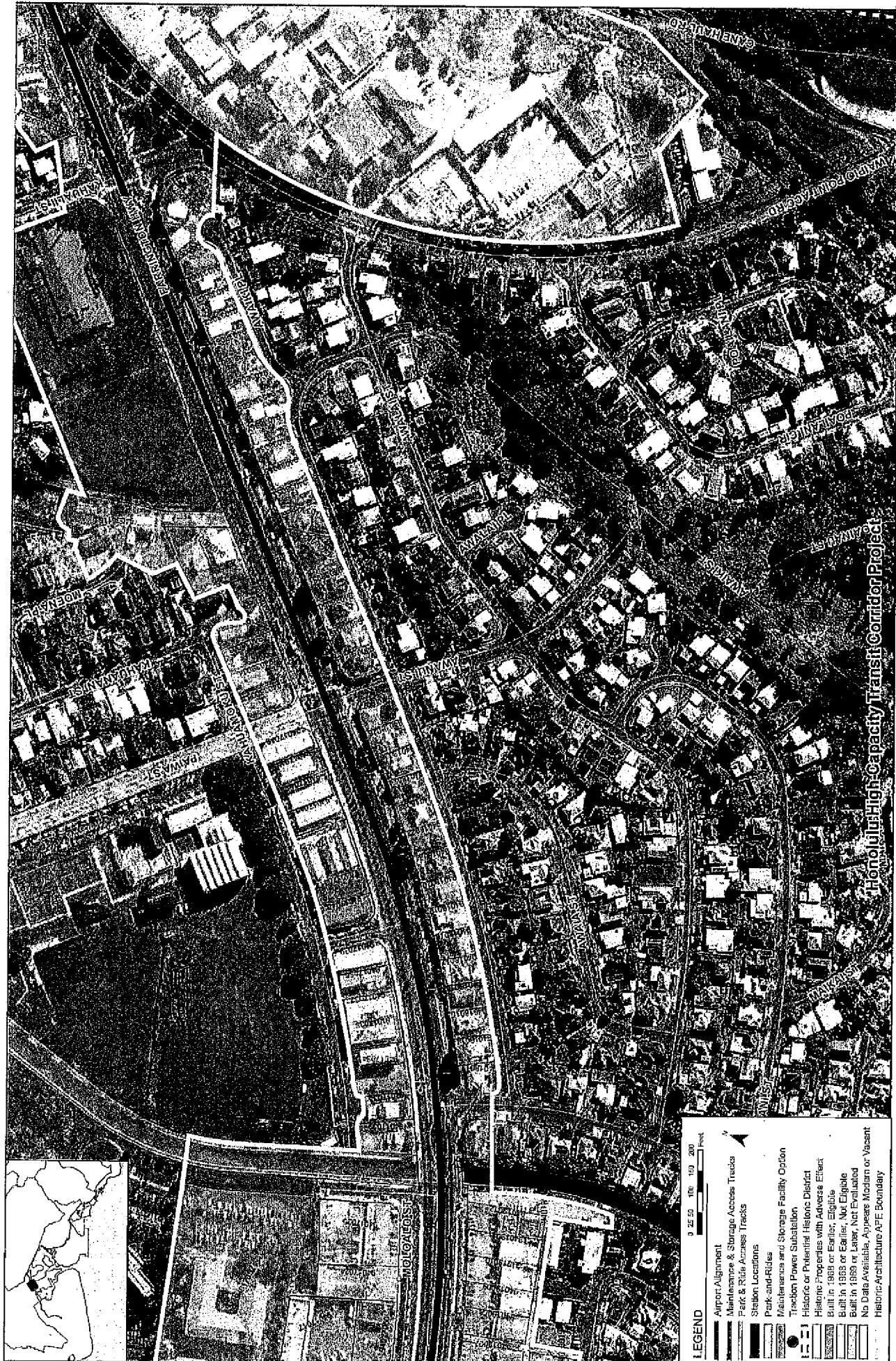
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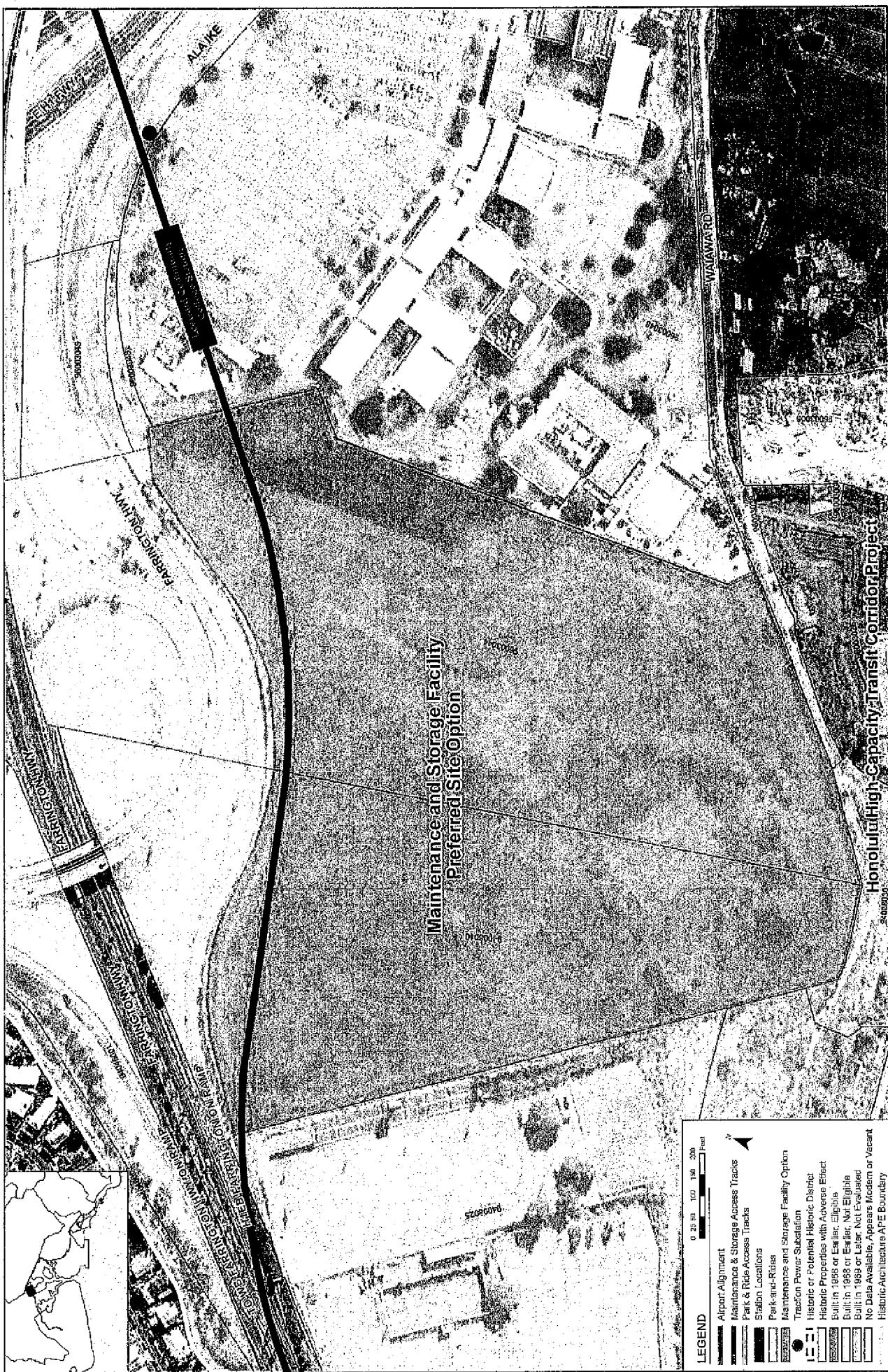


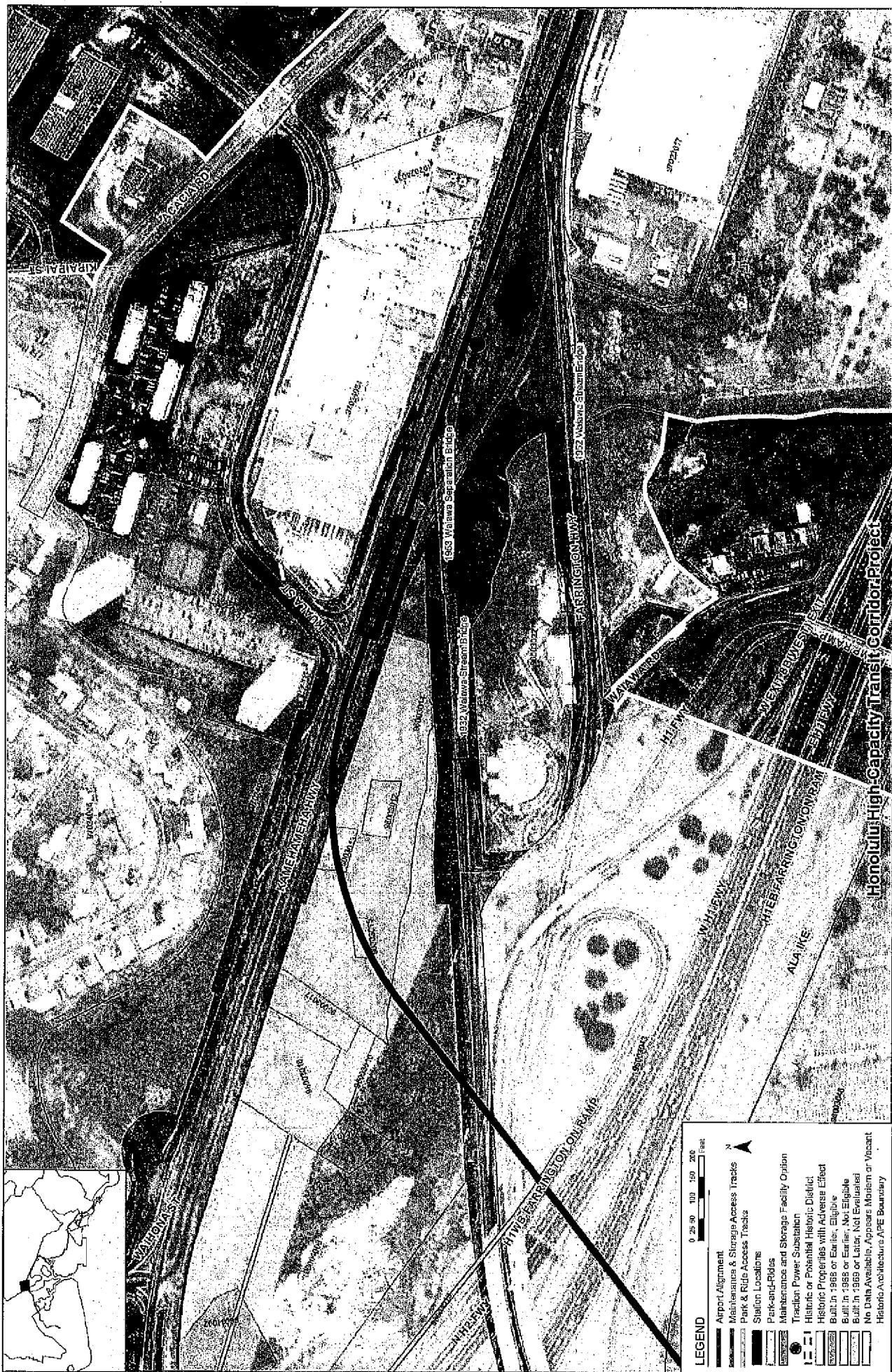
06/16/2008, Page 10

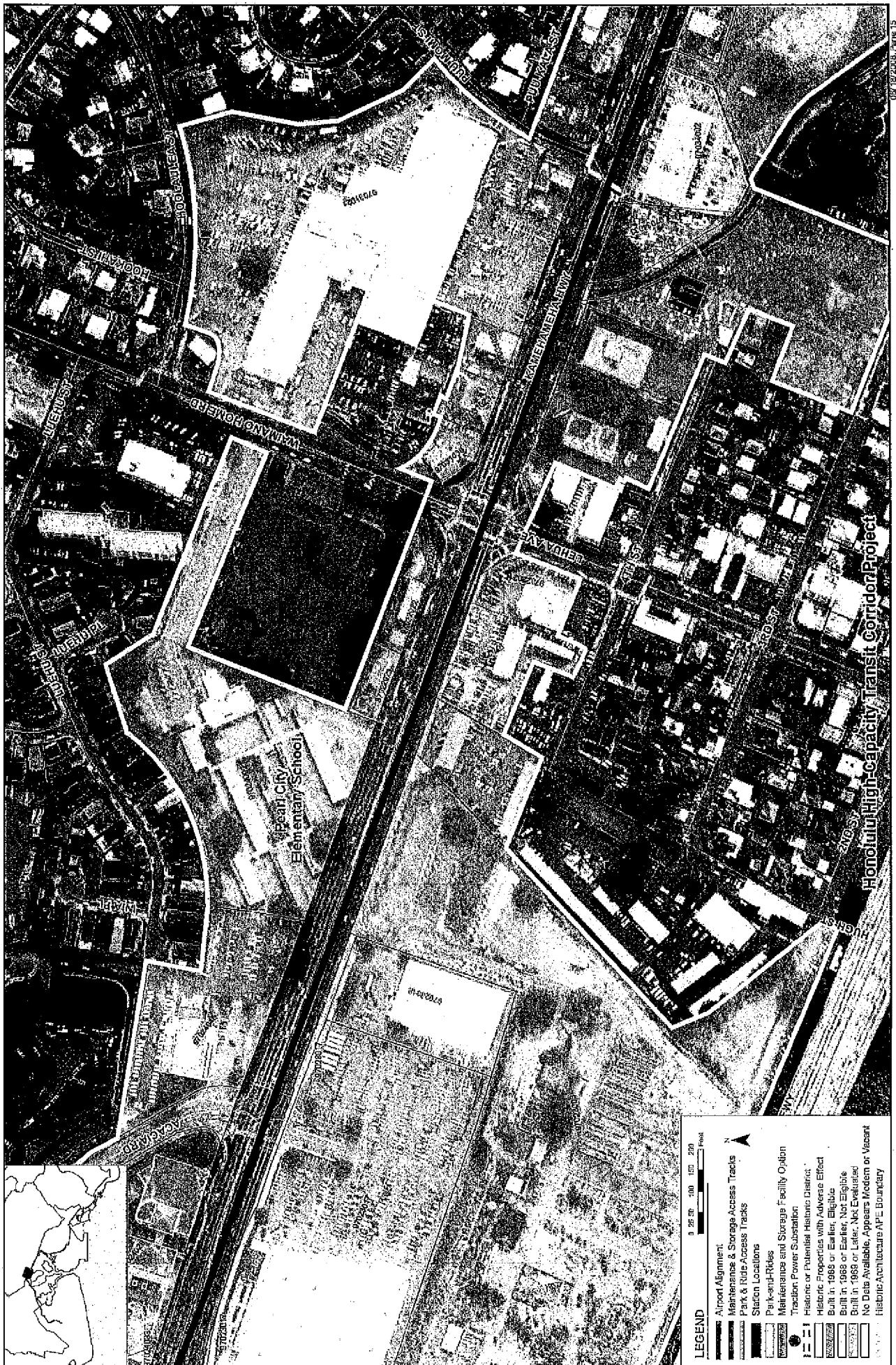
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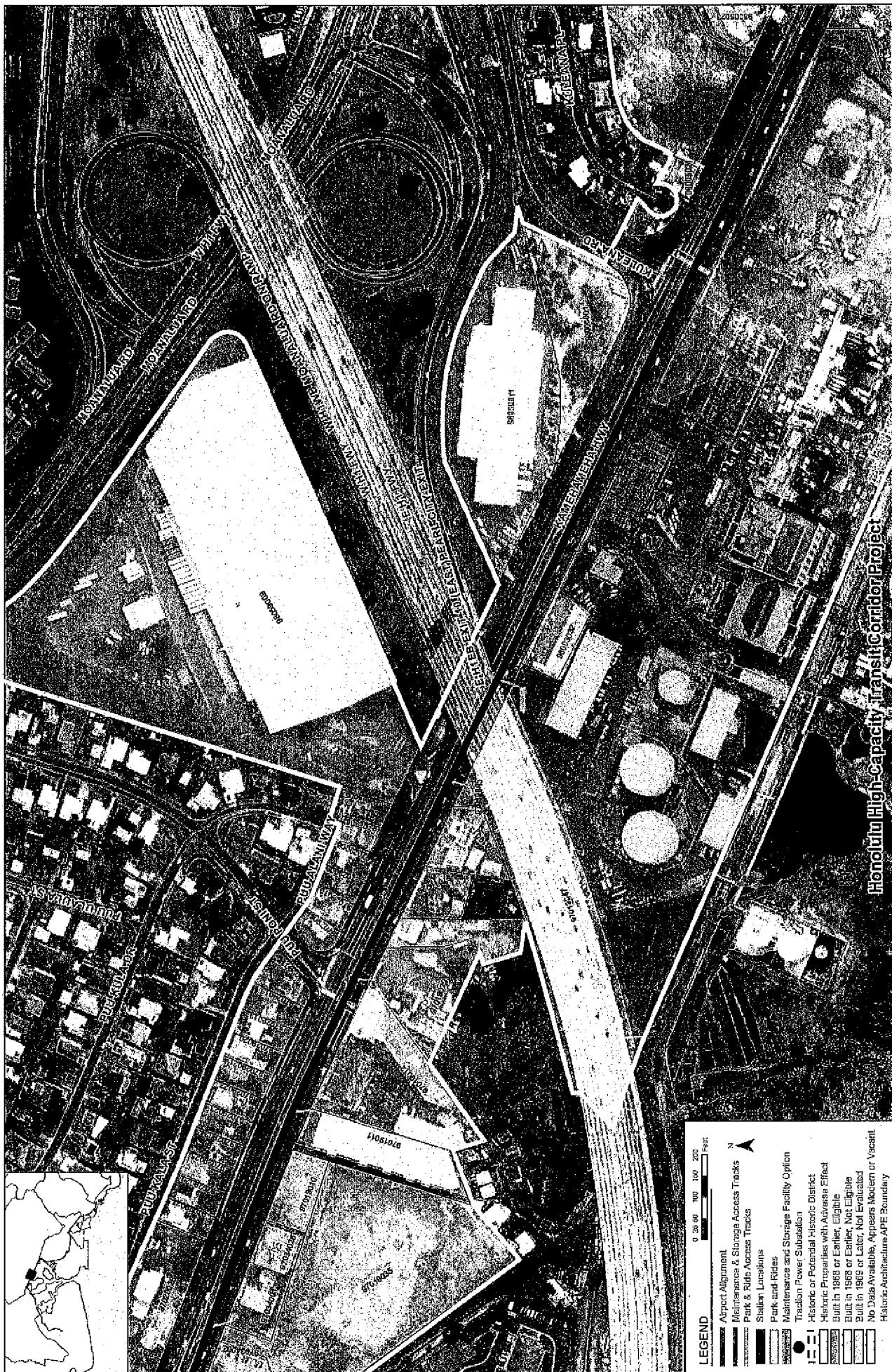






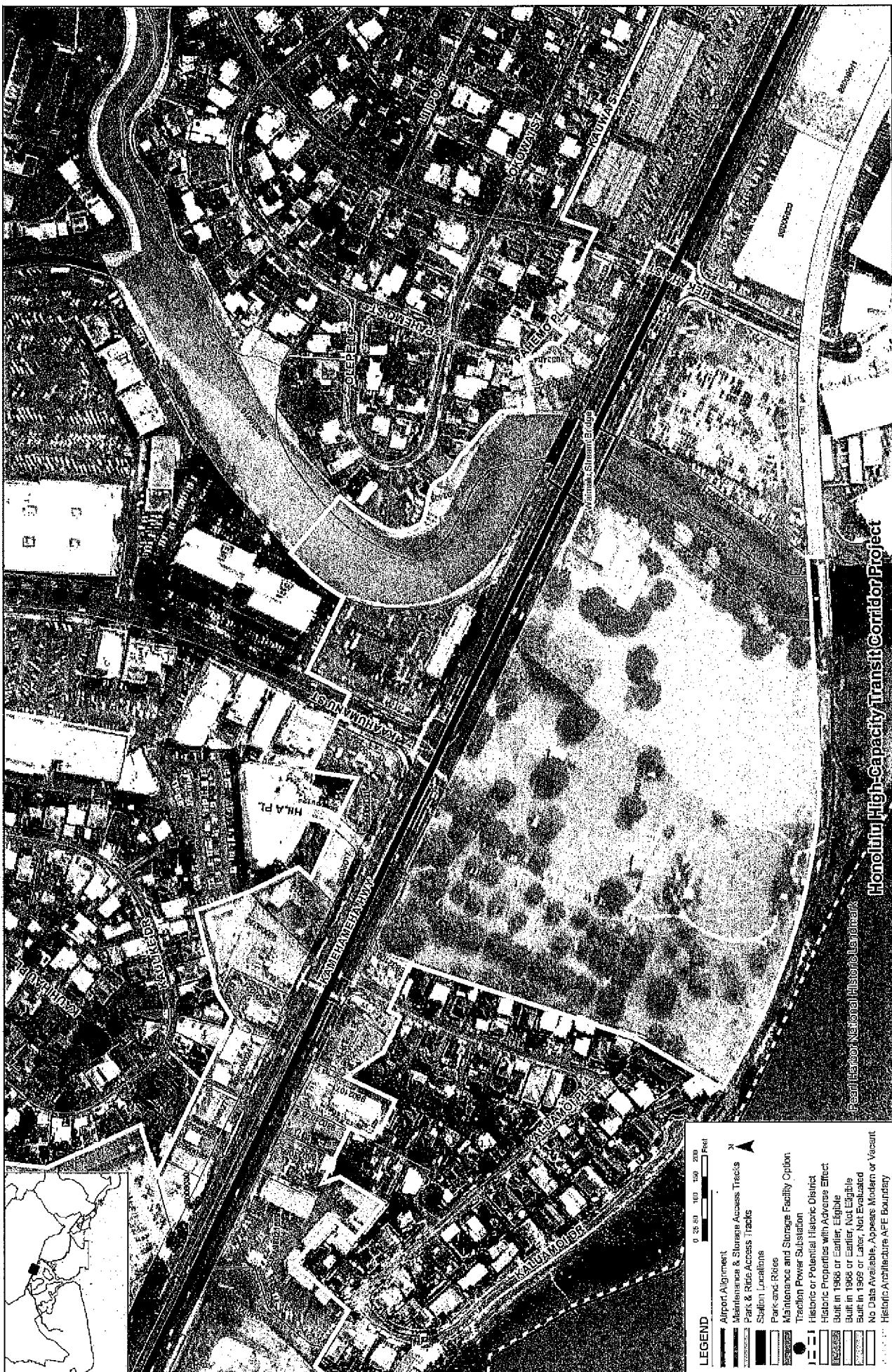




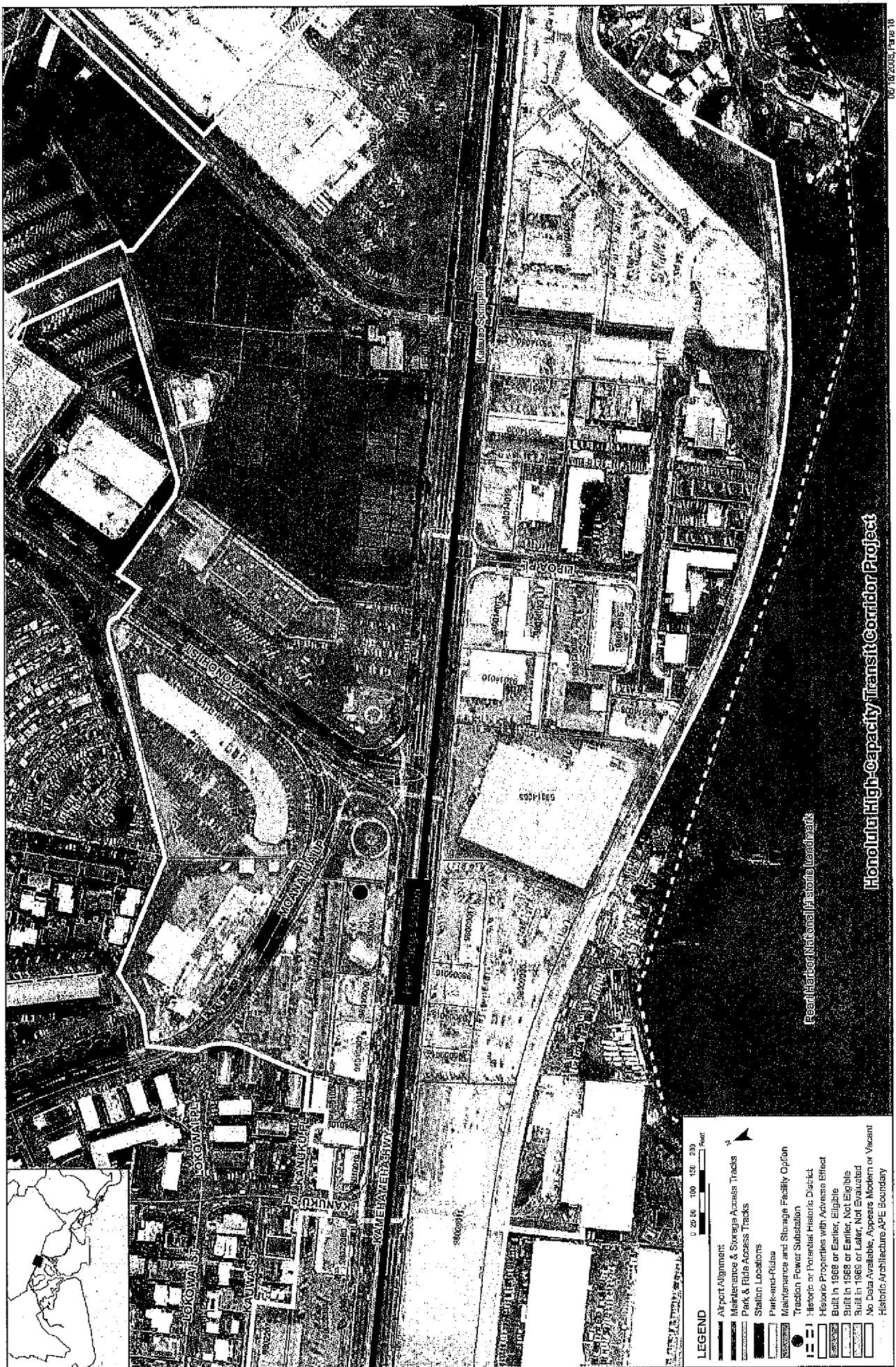


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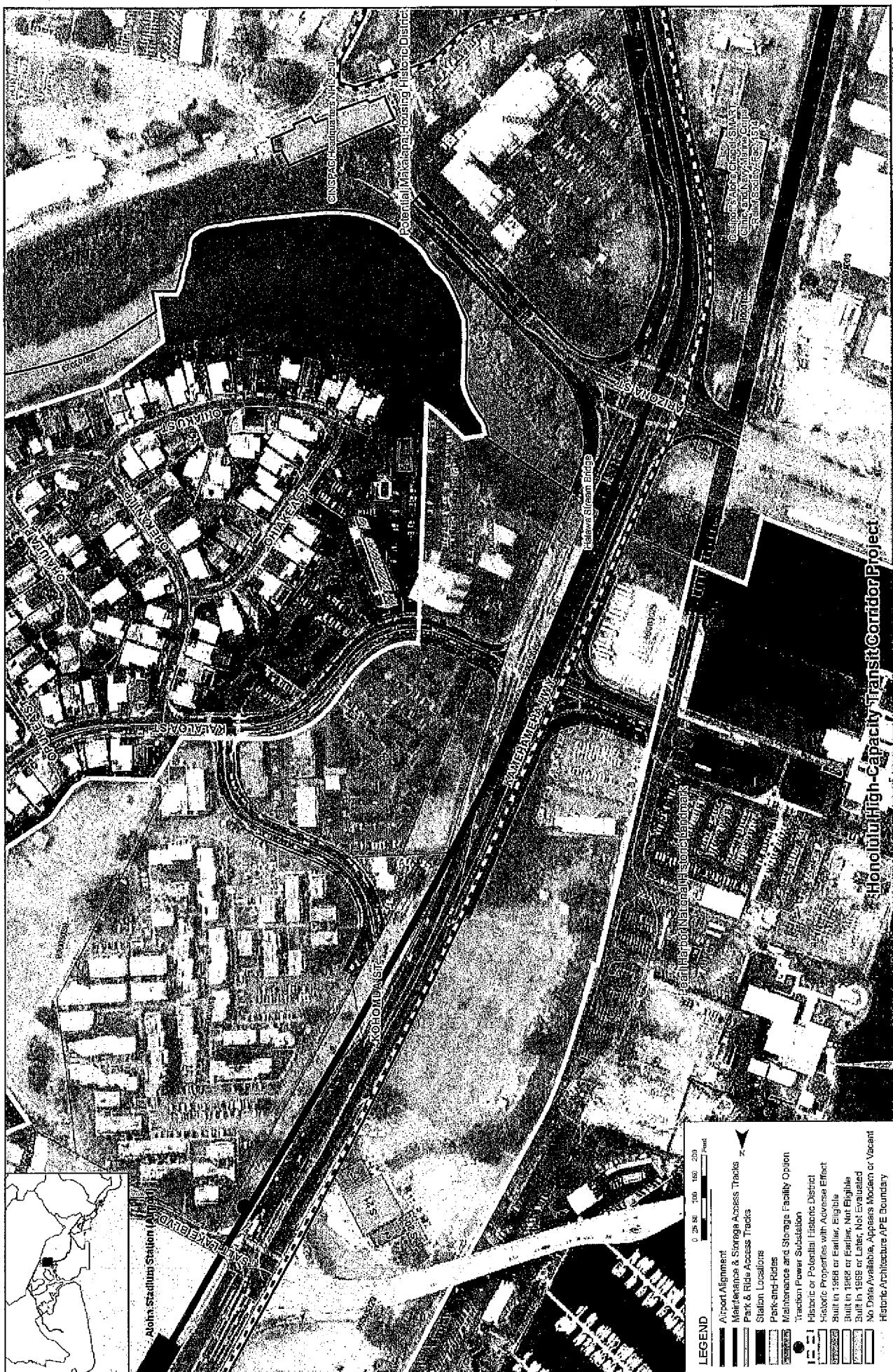


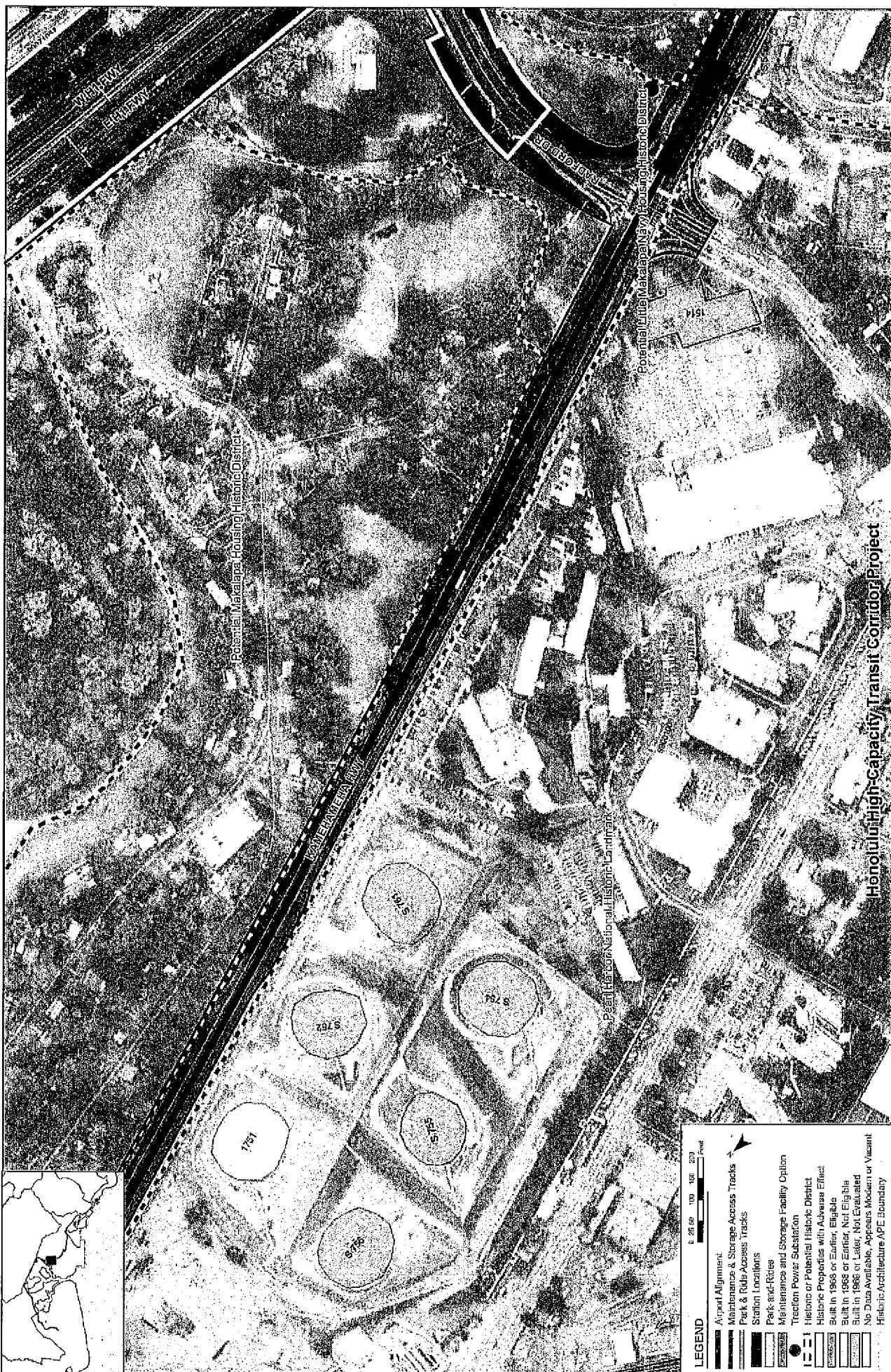
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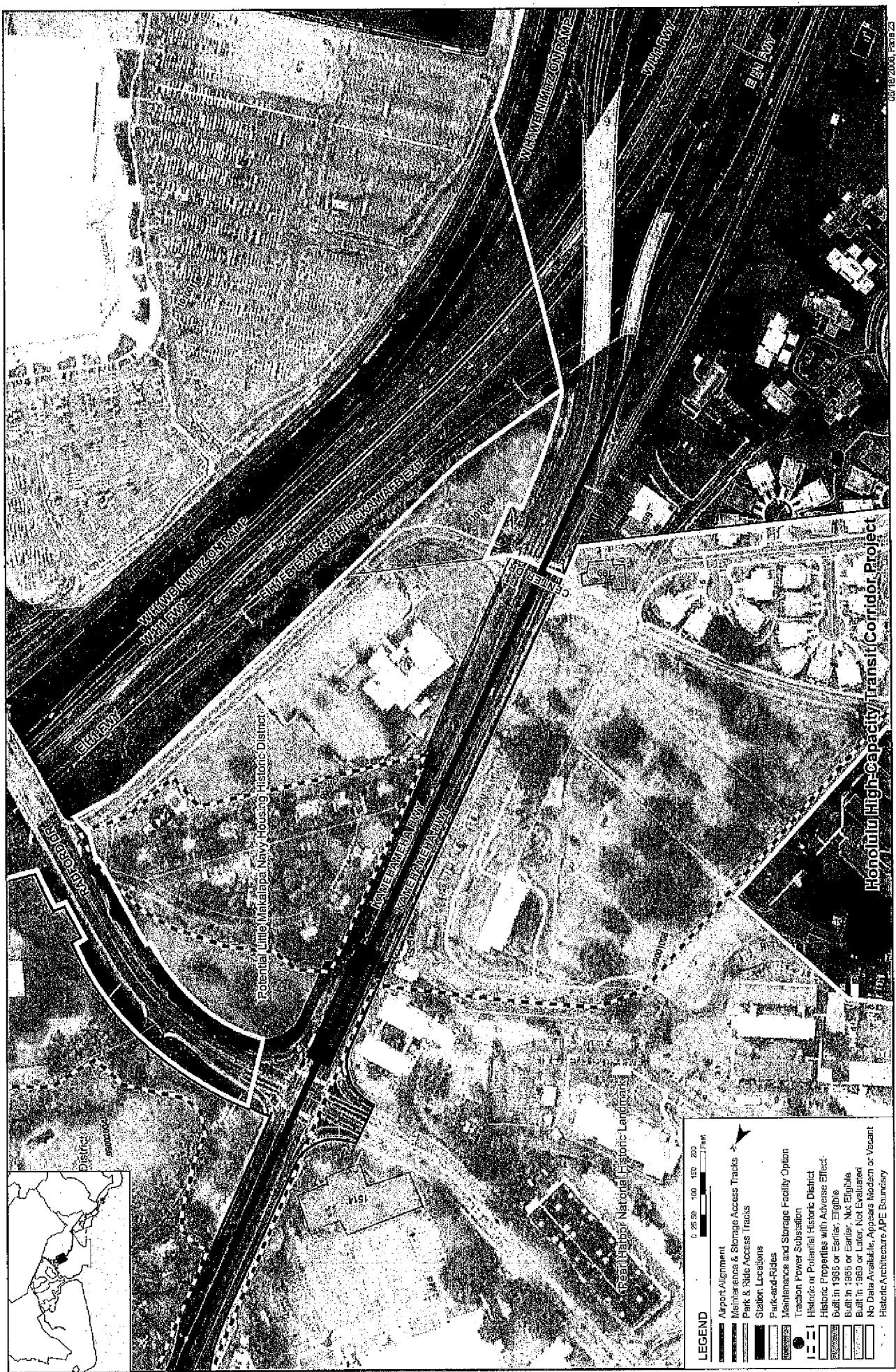




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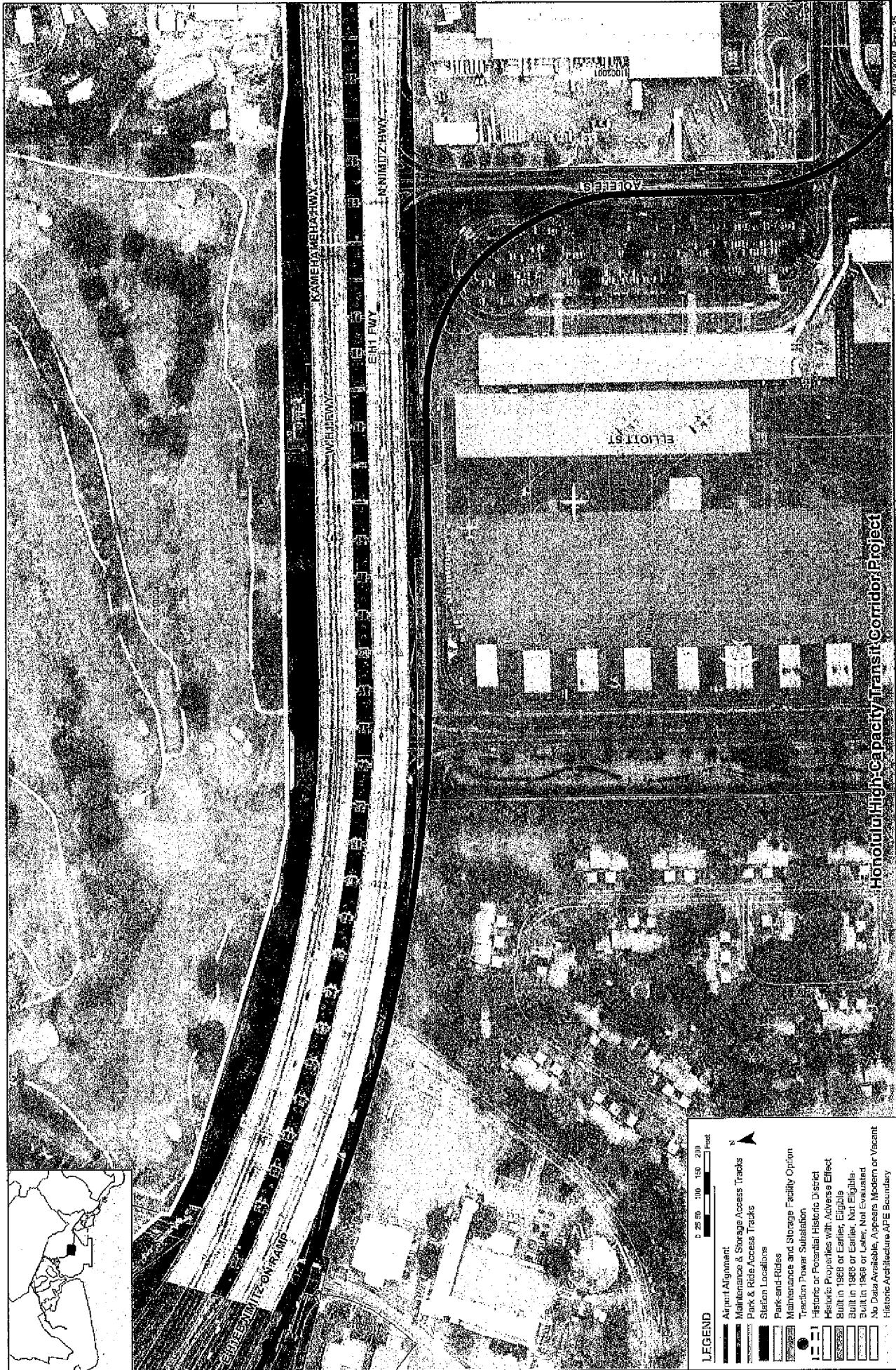


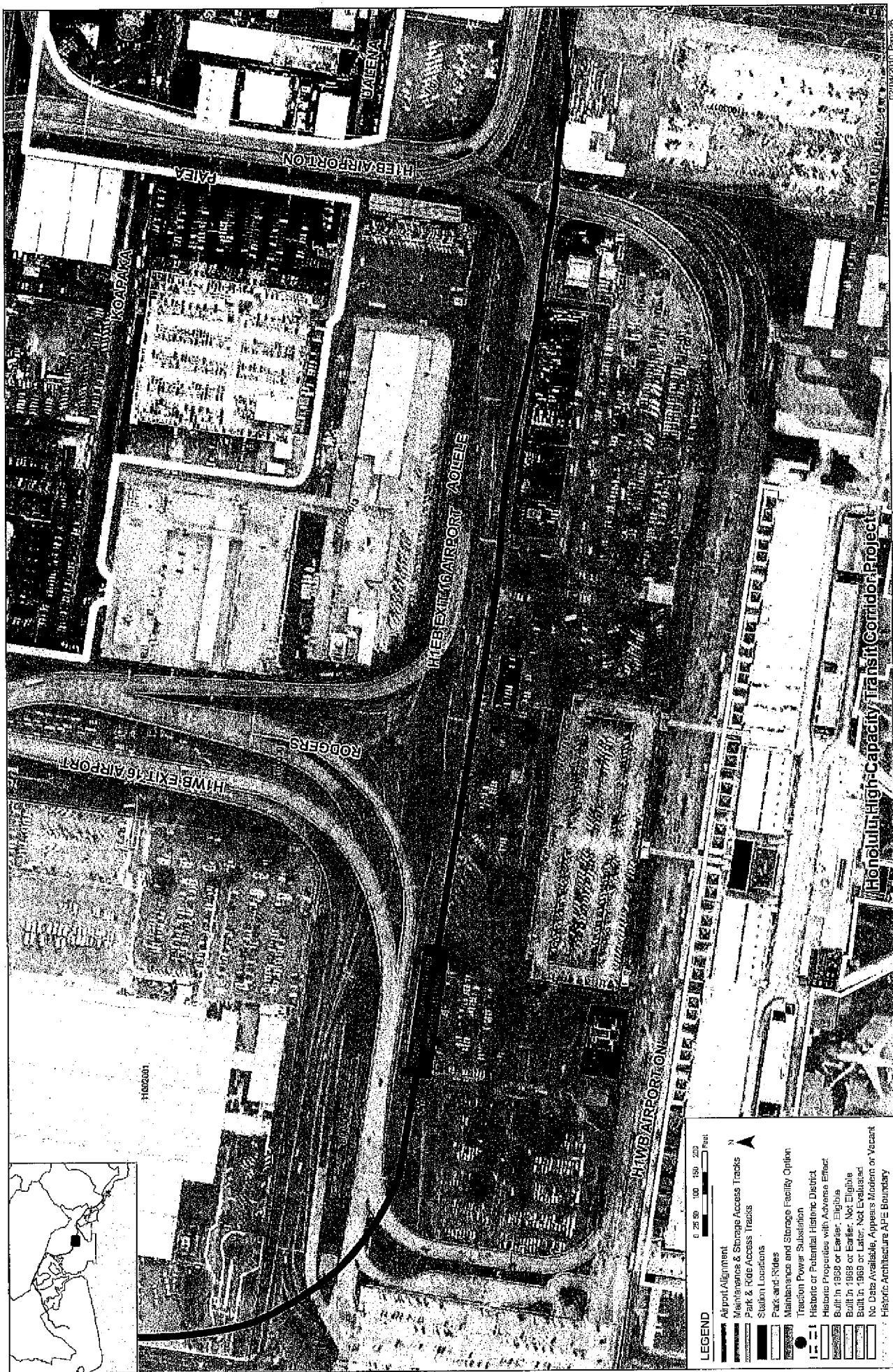






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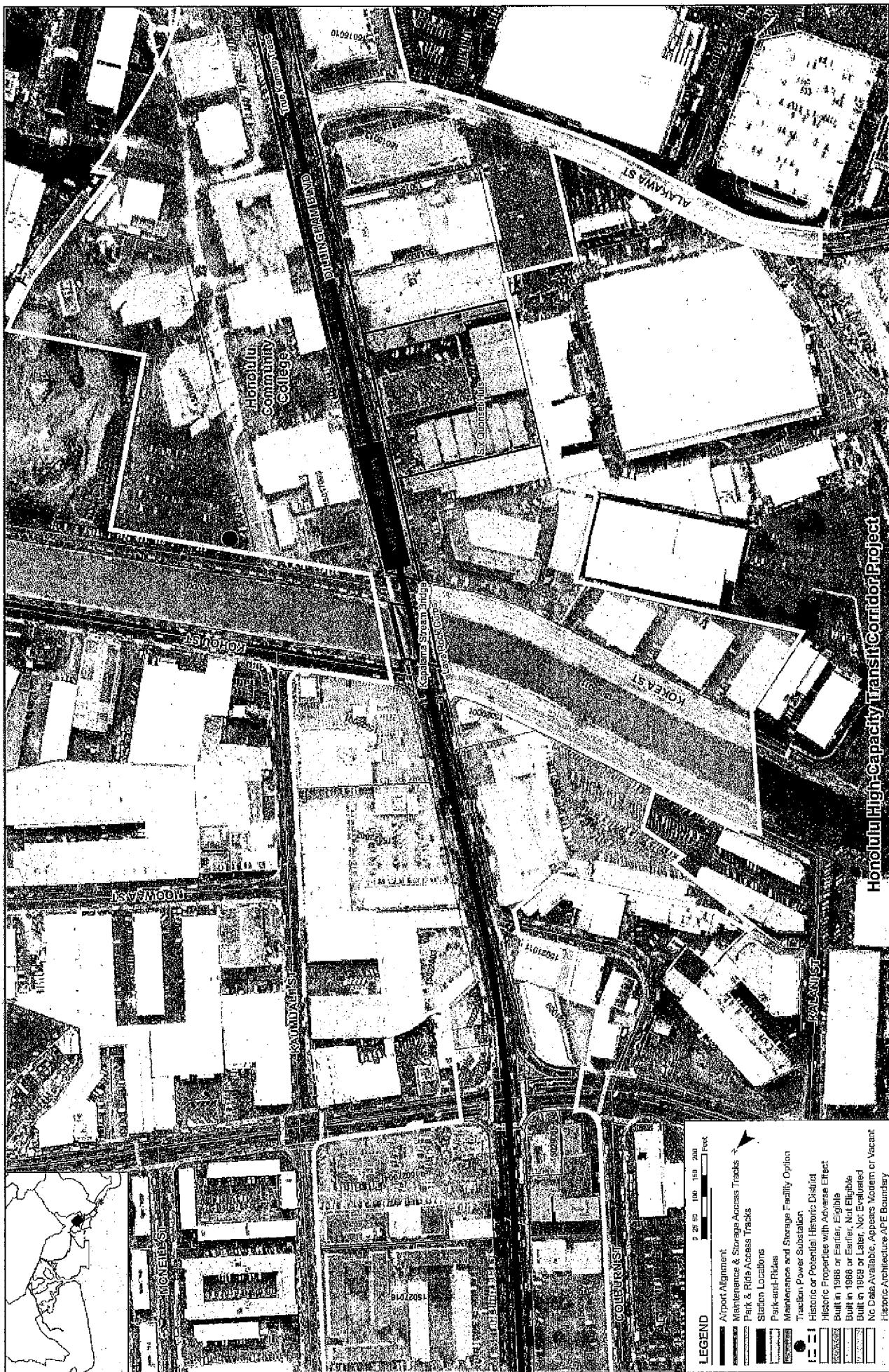


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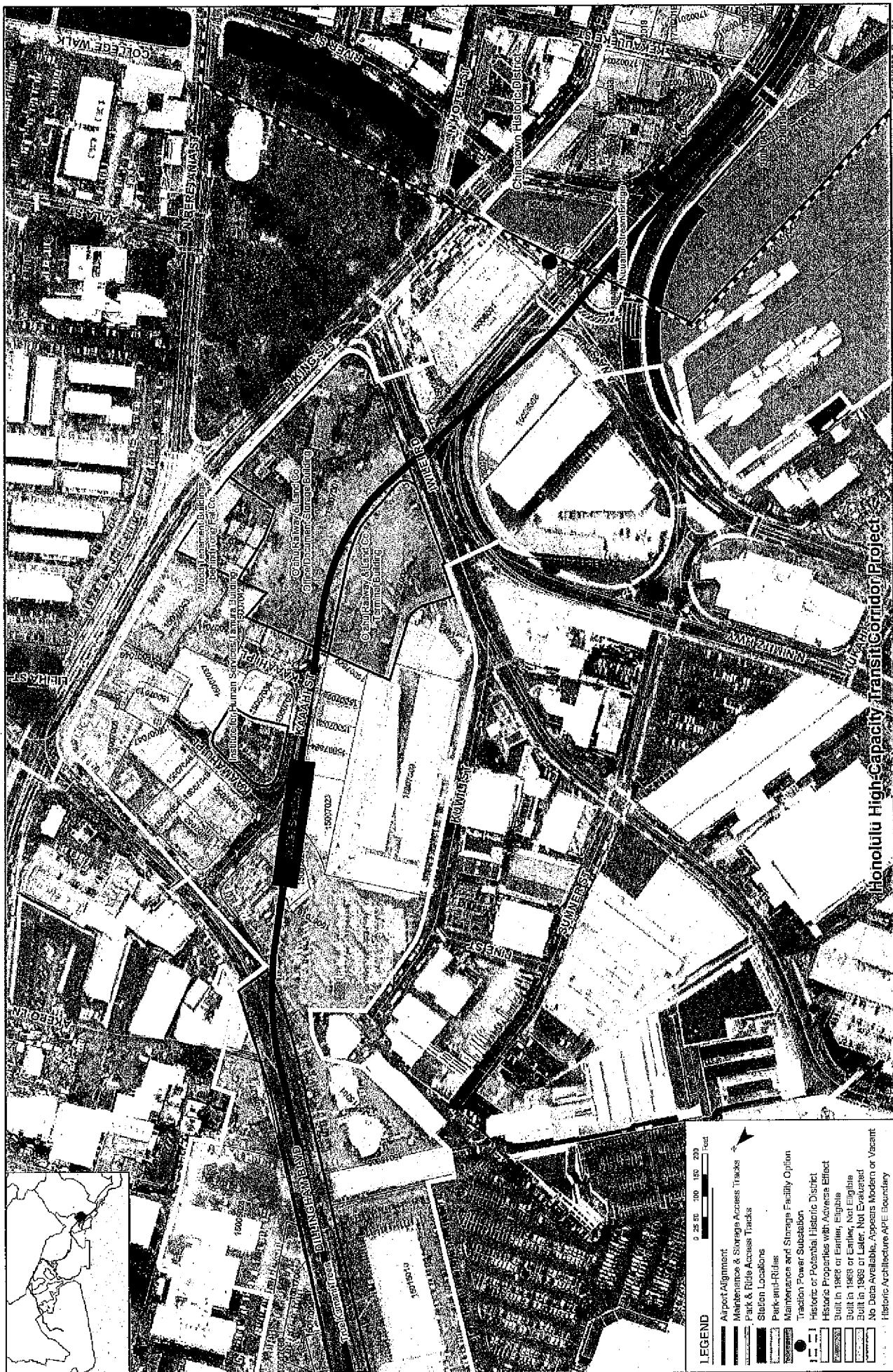


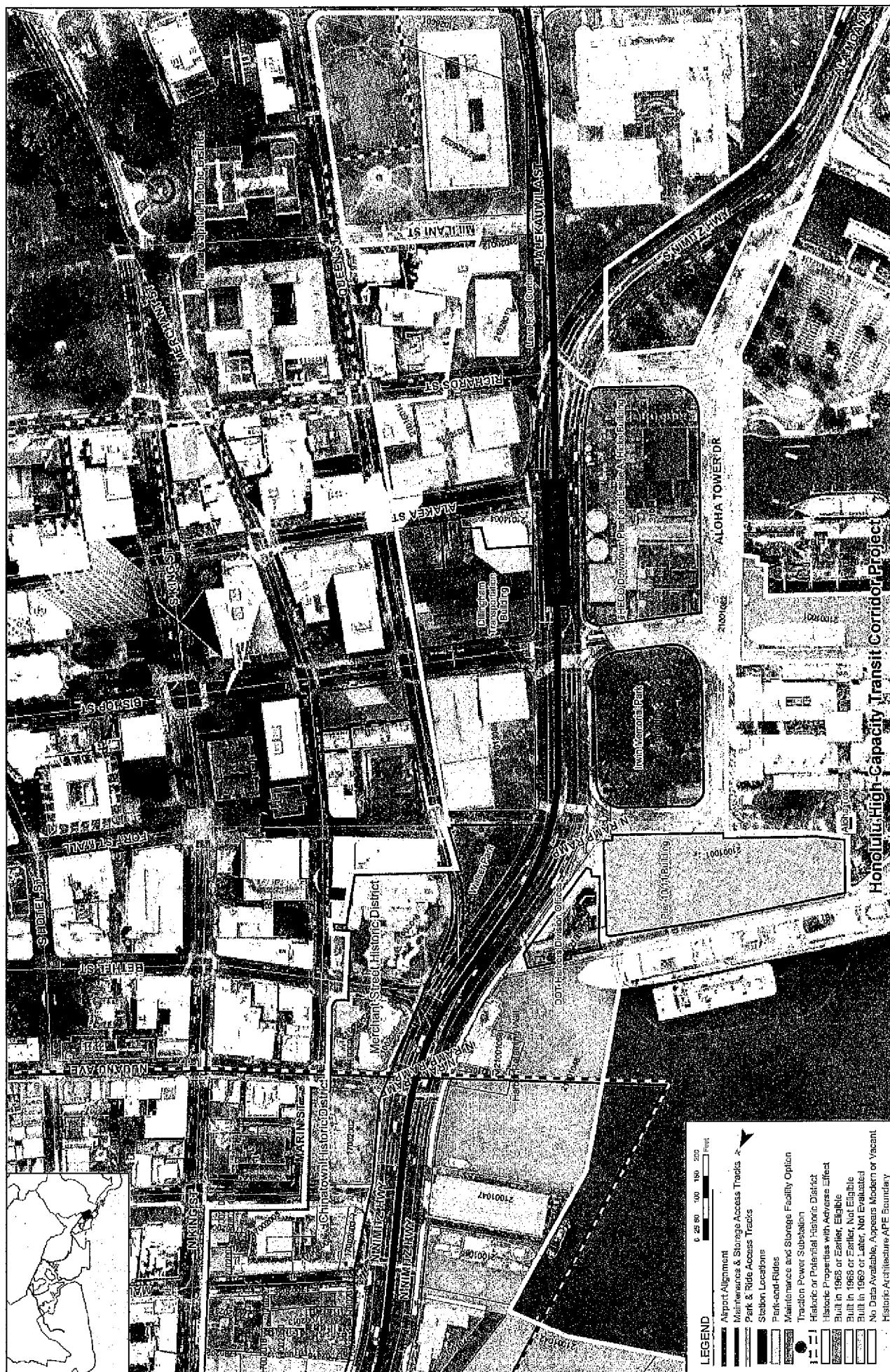


06/03/2008, Parte 30

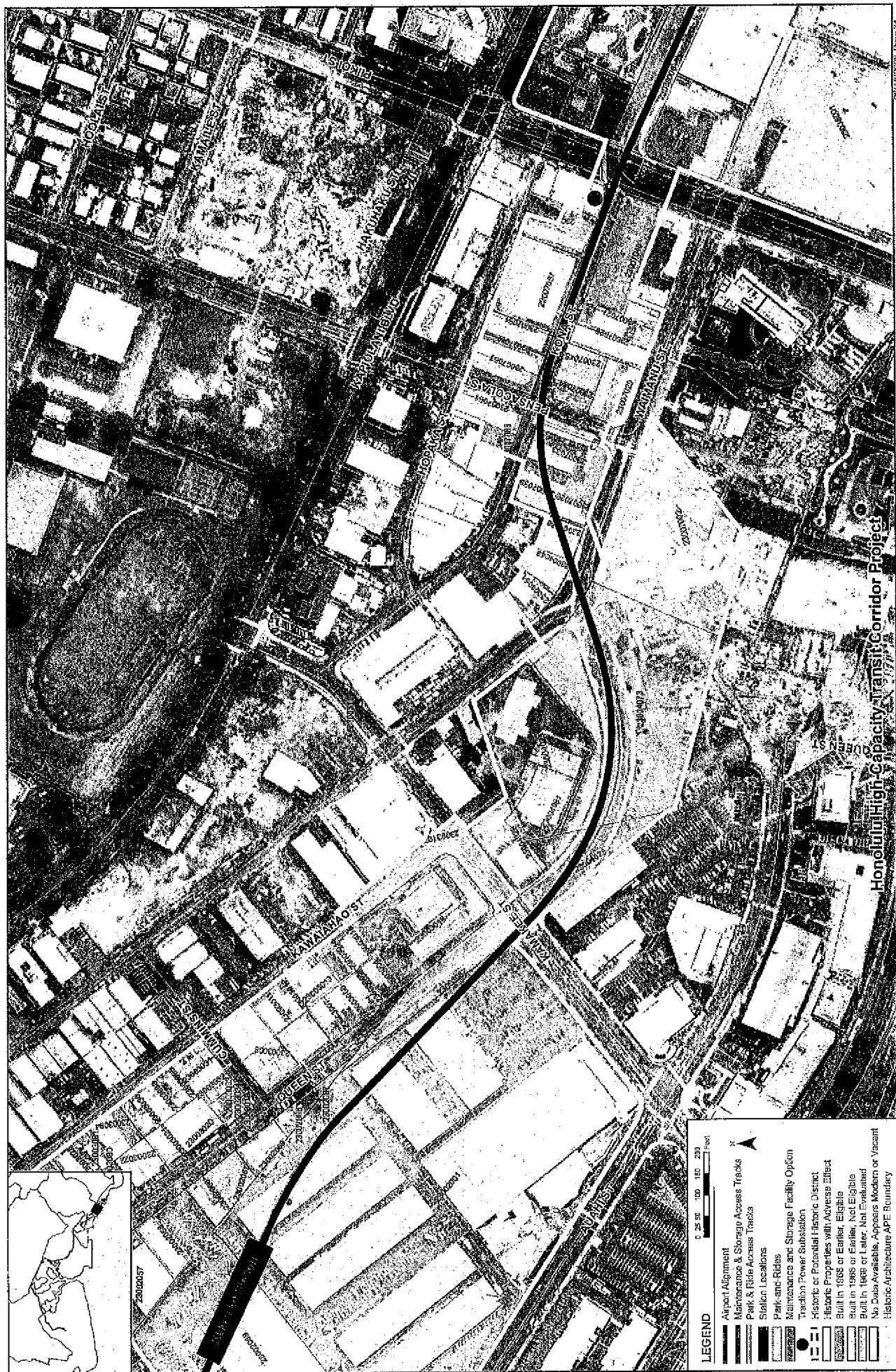
Honolulu High-Capacity Transit Corridor Project

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